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FROM THE PULPIT.

CHRIST FOR THE WORLD.

Notes of a sermon by the Rev.
J. Kirk Macdonald, at Union
Church on Sunday morning.

"And unto the uttermost parts
of the earth."—Acts 1/8.

"Then Peter opened his mouth
and said, of a truth I perceive
that [God is no respecter of per-
sons: but that in every nation he
that feareth Him and worketh
righteousness is accepted of
Him."—Acts 10/34-35.

More remote than than now
were the uttermost parts of the
earth, the only limit set now is
then to the work of Christian
evangelisation. To-day any of
us can travel farther in 7 days
in comfort than Peter or Paul
could in as many months, with
hardship and danger. The world
has shrunk, till now it is expect-
ed we may soon fly from here to
London in a few days, but in
those times a man crossed even into
his neighbouring province with
apprehension, while to go really far
abroad was to venture into the
sheer unknown, about which any-
thing was believable and from
which, if he returned, he made
special offerings to the Gods. The
charge laid on them must have
appeared overwhelming to the
few first believers, even geographi-
cally, if they at all realised the
scope of it. But greater than
even the geographical were the
racial and religious barriers set
them to overcome, and first of
all to overcome in their own
minds, permeated as these were
with traditional restrictions and
prejudices. This book of Acts
shows how difficult it was for the
first Christians to rise to their
master's viewpoint as to the
universality of His mission among
men. They had to be scattered by
the persecution which arose
about Stephen before they even
began to set about their wider
evangelistic business. Even Peter,
their leader, had to have a special
lesson, thrice repeated, before he
got it fairly into his mind that
the gospel was for all men
and not for favoured Jews only.
"Common and unclean" were
the nations of the uncircumcised.
In his eyes, until the vision of
the sheet let down from heaven
taught him that God is no re-
specter of persons, but that in
every nation he that feareth Him
and works righteousness is ac-
cepted of Him. The truth is that
we human creatures always
and everywhere come short of
the glory of God in nothing
so much as our failure
to rise to His large-heartedness
and great-mindedness as we find
these in Jesus Christ. Our
fathers worshipped tribal deities
evolved out of their own narrow
imaginings, and if left to our-
selves we should do the same.
As it is the only religion many
people have, seems to be pretty
much a phase of their patriotism.
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Church except on some victory
celebration day, and the only use
they appear to have for a God is
that He may "save the King," and
help him to vanquish and over-
come all his enemies. We have
heard of late about a "good old
German God," and scarce know
whether to be offended most by

the vanity or the blasphemy of
the expression. Even at our
worst we hardly go that length,
yet really what is one to make of
the fairly common idea, not always
clearly expressed, but too often
underlying, that while the Chris-
tian gospel is proper for ourselves
and the like of us, it will
serve for the African and joss is
good enough for the mass of the
Chinese? Racism in religion is
a strange thing and produces
weird results. I knew a
Britisher here in Hongkong who
was amazed and incredulous at
the idea that the Bible was not
originally written in English.
Again we have a Chinese who is
quite convinced that the Garden
of Eden was in his country and
the first patriarchs were members
of his race. Or think of the
ingenuity devoted to proving
that we British Islanders are the
ten lost tribes of Israel. As if
any of these things mattered two
straws in the light of
the gospel which knows
neither Jew nor Greek
male nor female, barbarian,
Scythian, bond nor free. What
impresses me in all these curious
speculations is the underlying
egotism of them, the willingness
to show that "we"—whoever
that may happen to be in the
particular case—are the people,
lifted above the common run of
humanity in some way or another.
So far as that spirit enters in it
is faulty and irreconcilably con-
trary to Christ, in whom middle
walls of partition are broken
down, in order that in Him, the
Son of Man, and not the pro-
phet of a race, there may rise
a new humanity better than
all or any of the opposing types
of old. His charge to carry His
gospel to the uttermost parts of
the earth means nothing if not
that it is capable of being received
wherever man is found, and also
that it is needed everywhere if
God's best purposes in making
man are to be carried out. Two
corresponding objections might
have been offered to the journey
of the Apostle Peter to Caesarea
to take the gospel to Cornelius,
referred to in our second text.
One was that the Roman Officer,
not being a Jew, was not qualified
to be brought within the Christian
circle. On the other hand, it
might have been urged that he,
being a devout man already and
accepted of God, had no need of
anything more. The objections
and demurs which many people
who should know better begin to
raise at every mention of
Christian missions are pretty
much on one or other of these
lines. Either it is held, (not
that it is always said) that
non-Christian peoples are too—
I scarce know how to put it,
but something answering more
or less to "common and
unclean"—or it is affirmed
they have religions of their own
already which suffice them. The
first of these questions is now
simply one of fact, as to which
there is plenty of evidence, all
pointing one way. The race or
tribe of men does not exist which
is sunk so low that Christ cannot
reach and uplift it. As to this there
is simply no room for doubt. The
journals of travellers, the reports
of Government Commissions as
that on Africa, testimony of
experienced administrators
and of observers such as Darwin
and R. L. Stevenson, not to
mention the experience of the
missionary societies themselves,
are of such united weight that
only extreme ignorance or
incurable prejudice can disregard
or gainsay it. And yet we have
people here who profess to see no
prospect in Christianity for the
mass of their Chinese neighbours.
Consider the pit whence we our-
selves were dug. Were our
ancestors fit for the drawing-
room when first the gospel
found them? As to the other
point, St. Peter himself is quoted,
albeit frightfully misapplied.
When it dawned on him that
God is no respecter of persons
but accepts the man who any-
where lives up to the light he
possesses, it did not occur to him
that he was provided with a
reason for neglecting his Master's
command to bring such souls to
the brightness of His rising
Cornelius was a good man
who served God as best he
knew, and God rewarded him
not alone by accepting him as he
was but by giving him greater
light, which is God's way always
and better than our way of saying.

(Continued on page 3.)

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FROM THE PULPIT.

(Continued from Page 2.)

he man is all right as he is and we need not bother about him. It is simply silly for people to talk as if God's fair dealing with all men were a discovery of our broad minded generation. Nothing can be plainer on the subject than the Bible itself, which teaches that many shall come to the Kingdom north, south, east and west, while the children of the Kingdom, that is the privileged such as ourselves who were born within its borders, may remain outside it. No man or woman upon whom Jesus Christ has any vital hold will prevent this great truth, luminous with the irrefragable justice of heaven, into a stupid excuse for withholding from another the Light of the World. Multitudes of devoted souls have turned to Christ from other faiths through all these ages, as they are doing still, and they all say one thing, that the change is like sunshine after darkness, that it is the end of a baffling search, the solving of a puzzling riddle. There is no need whatever to minimise the good which may be found in the various faiths and philosophies in which men seek after God if haply they may find him. But it remains that there is no one like Jesus Christ, no other revelation of God which bestows on men the true spirit of adoption whereby they cry, Abba, Father. And that is what is what men need, to be reconciled to God. Nothing less can content the heart which was made for God, and no one but Jesus has ever said or can say, "Come unto me and ye shall find rest unto your souls." After Peter had obeyed his directions to go to Cornelius there were some who objected, as there always are. Note his answer. "What was I," said he, "that I could withstand God?" He was more modest than some of us. After all, the propagation of the gospel is not a matter of my opinion or yours or any one else's. It is a matter of Christ's opinion, though that is the last thing one would gather from the tone prevalent amongst numbers of people who have been baptized into the Christian faith and expect, presumably, to be buried in it—or out of it. It really is a phenomenon passing strange that people calling themselves "Christian" should take upon themselves to hesitate and cavil, to be lukewarm, uninterested, critical about the work which was the very last thing the Master laid upon us before He left this world. They have a right of course to take exception to this or the other agency of doing the work, provided they have gone into the matter with care and are satisfied it is on wrong lines. But is that what actually takes place? Honestly, is the detractory talk so common about missions based on accurate knowledge? Does it originate with Christian-minded men who are distressed and grieved about what, as they think, is being badly done, and keen to find ways of doing it better? Honestly, I cannot think so. At the back of it you will find some tale about some missionary who was a black sheep in the fold—as though one need go to the mission field to find him. Or there is something about a native who called himself a Christian when he was after a situation—as if that man did not ring one's door bell any day of the year in the old country. Or doubt is cast on the whole enterprise because the hundreds of millions of India and China have not been converted in 50 or 100 years, as if Rome could be built in a day, much less the new Jerusalem. I heard a man complain he had been here three years and only that day had at last seen a Chinese Christian. I asked if he expected them to be labelled for him and how he proposed and to identify British Christians when he landed at Tilbury Docks. I further advised him to look in at the Fo Tsai Church in Hollywood Road say Sunday at two of the clock, when he would see hundreds. Wonderful to tell, he took my advice, and was much interested and gratified. But how many Britishers here have ever crossed the door of a Chinese Church, or taken any

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pains whatever to inform themselves beyond mere hearsay as to what is actually going on? Forgive me if I seem critical in taking up these criticisms. Really one is not without excuse, for one is up against this kind of thing all the time and the little I ever say about it is nothing to what I feel like saying now and then. It does seem to me a very dreadful thing this great work of God, which Christ said was to be done, should meet not only with opposition in the world, which is to be expected, but with apathy in the Church leaning toward dislike on the part of some. Perhaps it should be said that one is making no special complaint as regards this congregation here, nor forgetting that all Missions have good and earnest friends among us. But it will be a happy day for all the churches when their members at large come to a mind on this matter which is less remote from the mind of Christ. Oh for more of His large-hearted love! If that were aglow in our petty, niggling, grudging, objecting souls it would soon burn up all that comes between us and the joy of heartily advancing God's great work in the world. You will be sorry about many things as you come to grow old and realise you are not going to be in this world for ever. But you will never regret anything you do for the sake of Christ, only that you did not attempt far more while you have the opportunity. And when you come to reckon here in China may none of you have a troubled conscience because you did less than you have for his great cause. Which of us is going to tell our Master that we reckoned we knew better than He what was possible among the Chinese and suited to them? Yet if there is any meaning in words and rational interpretation to be put upon actions that is what it amounts to the case of not a few. How else can one account for the common ignorance as to what is really going on, the readiness to listen to idle talk which belittles the work, the motives and the per-

sonality of the missionary, and the strange irresponsibility in repeating it? We commit sin if we let slanders of that sort pass unreprieved in our hearing, and we are at fault, if, from lack of interest and observation, we have not the information which would refute them. There is less of it here than in some places, one is glad to believe. Our local press, e.g., so far as I know, treats mission work with decent respect and sympathy. But there are journals in the East which affect a sneering, detractory tone, verging toward the slanderous, and they but reflect the poisoned mind of the average community man aware that his own Christianity is too small a quality to pass on to anybody. Do you in the Churches, I repeat, make it your business to find out the facts, and then you will have a right to speak and something worth while to say. As for the London Mission whose special interests are before us to-day, the more you find out about it the more I think, you will honour and trust it. It was first in the field in China among all Protestant missions, and the self-supporting, self-governing congregations in Hongkong and elsewhere are evidence to day of the solid quality of its work.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 12, 1919.

THE POWERS AND CHINA.

It has been realised that one of the first steps necessary in the development of China is the provision of a real network of railways, for only by improving the means of communication can the wonderful resources of the country be tapped and new avenues of national wealth be opened up. For its area, China is one of the most ill-equipped nations in the world so far as railways go. We have only to look to India to see what can be done in this direction, once an enlightened and progressive administrative policy is followed. But it is equally apparent that China cannot build her own railways unaided. We have seen innumerable examples of elaborate schemes being planned and then abandoned, whilst in regard to such projects as have been commenced, construction has almost invariably been hindered, either by official obstruction or by reason of lack of funds.

There has just arisen a plan for the unification, consolidation and internationalisation of China's railways which has aroused a deal of heated controversy in the capital and elsewhere. Our Peking correspondent says that opposition to the proposal by the pro-Japanese members of the Cabinet, associated as it is, curiously enough, with the publicly expressed views of Liang Shih-shi, has been conducted with tremendous vigour and a display of cheap patriotism which are rather unusual. But there now appear to be signs that this opposition is weakening, possibly because it is realised that Japan's official disapproval of the scheme will leave her in a position of isolation, a result which cannot be viewed with equanimity by those who hoped to gain by the promotion of Japanese policy in China. The point is now being grasped that the Shantung Railway and the German interest in the Tientsin-Pukow line may become an indemnity to be awarded either to Great Britain or to France. Such an award would, of course, offset all Japanese plans for building upon the heritage she expects to take over from Germany, while American rights in Manchuria and in respect of the extensions of the Peking-Suiyuan Railway, which have not been pressed up till now, may very likely be insisted upon. Here again Japan's plans in respect of Manchuria would be frustrated.

From all that we can observe, foreign opinion in Peking, which has for several reasons not been very articulate during the war, is now being expressed much more freely. And it appears that the Anglo-Saxon peoples are becoming disillusioned with regard to the desirability of including Japan in any scheme respecting China. Indeed, it would not be surprising were an end put to all thought of American-Japanese co-operation in China, which Japan has been loudly urging for some time past. British and American interests are working closely together, not only in European but in Chinese affairs also. And France would naturally prefer the assistance which such a powerful combination can give her rather than rely upon the promises of Japan. The hint has been thrown out by certain Chinese politicians that by the introduction of the plan for the commercialisation of China's railways at this early stage, British and American diplomats have outwitted the Japanese. Whether that be the case or not, there can be no doubting the point that our own Government and the Government of the United States also have a clear conception of the situation in China and that Anglo-American assistance would be of the greatest value to the Chinese themselves at this juncture. Neither the British nor the Americans have any ulterior motives in mind. They will benefit, of course, from any great opening up of China. That will be a rightful reward for their enterprise and their skilled services. But the gain to China herself, in having straight-dealing friends to help develop the country, will be ten thousand times greater. If the Chinese are wise, they will be careful in the choice of their helpers.

NOTES AND COMMENTS.

THE HOUSING PROBLEM.

It would appear that the housing problem has again been pigeon-holed and is likely to remain in a further period of hibernation possibly until our newly-elected Councillor has an opportunity of reintroducing it in the Council Chamber. But Mr. Alabaster has other matters also to place before the Government, and might not find it convenient to broach the subject of housing for some time. In the meantime, the problem becomes more and more serious. It has long passed a stage where private enterprise could provide a remedy, and now is essentially a matter for the Government to deal with. Machinery should therefore set in motion, at once, for providing a solution. It is indeed quite unnecessary to wait for Mr. Alabaster or any other of the Unofficial members to ask questions in the Council. Nothing more can be said than has already been emphasised and the officials must be full aware of what is wanted. If for any reason it is impossible to deal with the matter at the moment, there can be no harm in stating what is the cause for delay, but, as matters now are, the public is left to form its own opinion, which cannot be other than that the Government has no intention of immediately dealing with the problem and is satisfied to view one of the most urgent needs of the Colony with relative indifference. We cannot believe for a moment that the Officials have taken this attitude, and a definite pronouncement as to what it is intended to do should be made without further delay.

THE SLAVERY QUESTION.

In view of the recent raising of the question as to whether slavery does or does not exist in Hongkong, it is interesting to find, on looking up the past history of the Colony, that the very first Ordinance passed here—No. 1 of 1844—related to this subject. A chronicler dealing with that period says it was an undeniable fact that slavery in its worst form existed, and he says that this single Ordinance alone, it was hoped, would ultimately lead to desirable changes in the habits and customs of the Chinese. But the Ordinance was subsequently disallowed by Her Majesty, as it was considered that the Imperial Statutes for the abolition of slavery extended by their own proper force and authority to Hongkong. It would be interesting to know whether the same social customs do not now obtain among the Chinese as at that period. If so—and they were then described as "slavery in its worst form"—surely the laws of England covering the subject ought to be something more than a dead letter.

A TIMELY WARNING.

Mr. Lloyd George, in his speech at the Welsh Banquet the other day, dropped a pointed little hint with regard to the claims which are being put forward at the Peace Conference by some of the smaller States. During the last few weeks we have heard the many claims which these small nations have brought forward, and there is no question that they have gained our sympathies. Never was the time more opportune for them to realise the aspirations which most of them have cherished for many years. Take for example the cases of Poland, Czechoslovakia and Greater Serbia. The establishment of these States will be greeted with satisfaction by all, but nevertheless, there has been a tendency recently on the part of some of the nations to claim more territory than they are entitled to, or in a position to maintain. It would be well if these States take heed of the warning which Mr. Lloyd George gives them, for they are threatened with a great danger. In their desire to make themselves great and powerful, they may make the mistake of gaining territory at the cost of losing power. They will have to be content at first with small territories, for as yet they are not in a position to exist as large nations. Bigger States than they have been destroyed by this desire for territorial aggrandisement, and have discovered the truth of the old saying "Do not bite off more than you can chew."

DAY BY DAY.

FAILURE IS THE ONE THING THAT IS SPOILED BY SUCCESS.

Four more cases of cerebro-spinal fever were notified yesterday, one ending fatally. All were Chinese.

The Hon. Mr. H. E. Pollock, K.C., is to address a meeting on Tuesday, April 8th, under the auspices of the Church of England Men's Society, on "Work which requires to be done."

Whilst trespassing on a fort a Chinese hawk was arrested by the watchman and brought before Mr. J. R. Wood this morning. It was stated that a quantity of gun-metal and brass fittings had been pilfered from the stores. The hawk said his reason for going into the fort was to beg for medicine. He received the physic from the Magistrate in the shape of a \$20 fine. Failing the payment of this fine, he is to undergo a rest-cure for one month.

To recover money which was owed them, two Chinese women went to the stall kept by their debtor, a woman. Following a refusal of payment, a scrimmage took place in which all the articles of the shop were knocked over, and a number of bangles broken. The sequel to this was that the two creditors were summoned by the stall-keeper before Mr. J. R. Wood to-day for assault. Complainant stated that her two creditors deliberately broke her bangles and that one of them snatched her whistle from her hand when she attempted to use it. Mr. Wood, after hearing both parties, said he was convinced that the whistle was actually snatched from the stall-keeper's hand and that the bangles were broken as a consequence of being inadvertent-ly knocked over. He imposed a fine of \$5, and ordered the women to pay an additional \$5 to the stall-keeper as compensation.

At the inquiry held by Mr. J. R. Wood with the aid of a jury in connection with the death of a Filipino woman, Amelia Mendoza, who, it will be remembered, was killed by falling from the verandah of the Government Civil Hospital, it was stated that she suffered from influenza. In the early hours of the morning of the 3rd instant, she was in delirium and to prevent her from getting up from her bed, she was tied to it with bandages. Whether the bandages became loosened of themselves or were unsatisfactorily tied, was not known, but some hours later, during the absence of the attendants, she went to the verandah, and at 5.30 a.m. on the same morning was found dead in the compound below. Mr. Wood said the only possible verdict the jury could return was one of accidental death and the jury returned a verdict to that effect accordingly, with a recommendation that the medical authorities should draw the attention of the Government to the need for barring the remaining portion of the verandah that had been left unbarred.

CORONET THEATRE.

Those who have not seen the splendid all-comedy programme at the Coronet Theatre should not miss visiting this popular hall to-night, when it will be screened for the last time. It is seldom that patrons of any cinema are given the opportunity of seeing Charlie Chaplin, Max Linder and Harold Lloyd in the same programme, but this is what the Coronet offers. Then there is the "Get-Rich-Quick Wallingford" picture, which is a complete treat in itself.

The Coronet management is certainly maintaining the high standard which it set at the start, and any who would not be satisfied with the present programme must indeed want more than their money's worth. A visit to the Coronet to-night will mean an evening of unalloyed enjoyment.

MODERN MODES.



SPORTS COSTUME OF SATIN.

Designs of the Moment by "Sacha."

NEW COLOURS COLLARS AND SLEEVES.

Blue is the colour emblem of peace, hope and truth, so it is not surprising to find it predominating in the early Spring modes. One finds it in suits, coats, capes, dresses and millinery, not to mention the numerous accessories. "Drapeau" or flag blue, "blue Victoire," "bleu de France"—in fact almost any shade of blue so long as its particular name carries the idea of peace and victory. As a rule women in general are, and always have been, partial to blue, and while they will not neglect other colours they will find no hardship to patronise the cerulean tones selected by Paris for significant lead.

Then there are the "Robes de la Paix," designed by the great dressmakers with special reference to the sartorial expression of a world restored to peace and order. Many of these are simplicity itself, in so far as the silhouette is concerned; but usually there is a triumphant note of colour, a bit of glitter or sparkle in the garniture and some odd conceit in the shaping of the neck or sleeve that distinguishes it from its wartime predecessor.

Indeed, it is rumoured that the dress without colour will be the exception, when the new collections of the Paris couturiers are shown, and when copies thereof shall have been transported to America sometime during early March. Even the black robe has its sash of victory—a crushed affair of scarlet, imperial blue, orange, Italian green, rose, royal purple or Chinese yellow. This means not merely the infusion of colour, but the definite marking of the waist-line—or, if the model has an elongated bodice, the sharp defining of the flat hip line.

During the past several seasons we have become accustomed to the long-waisted frock, and there are many women who have quite given up wearing it because it has become commensured and a bit trite, so to speak. Nevertheless, those houses famous for the fashioning of youthfully simple dresses still insist on the Moyaen Age effect, modernised and differentiated to make it acceptable to particular patrons.

Tentative fashion suggestions include the reappearance of the Medici collar and the Directorate modes. The latter, of course, has special bearing on the high, turn-back collar and the broad revers. Sometimes the latter are widely parted to show a jabot of fine lace attached to a high stock,

thus logically carrying out an important detail of Directoire fashions, so far as they relate to masculine attire, from which much that is picturesque and worthwhile is taken for the dress of women of the present time.

The high neck is not becoming to all women. Indeed, it is generally quite unbecoming. Nevertheless the woman who goes in for smart and distinctive effects will cultivate the stock either with or without the dependent jabot. Tailored blouses of crepe Georgette, soft silk, linen or even net show the high collar. The one gracious thing about them is that they are not stiffened except for the light boning on either side of the neck and at the back; and even these may be dispensed with if the stock is cut very wide and permitted to draw its own little wrinkles about the throat.

We are in for a period of double and triple skirt effects, which, of course, are the direct outcome of the tremendously popular tunic styles in vogue yesterday, to-day, and scheduled again for to-morrow. Tall women will rejoice at this, and the short woman need not despair because with an appreciation of her stature limitations she may adapt several of the tunics or tier styles to her special figure requirements.

Short sleeves are again advocated for semi-dress creation. It is likely that the abbreviated sleeve will become more popular this year than it was during the first season of its revival, despite the fact that many women declare that the long, close-fitting sleeve is the smartest for practically every occasion, barring that of formal dress, and without regard to fabric. We find sleeves of cloth, satin, velvet, net, chiffon, all cut on tailored lines and accompanying dressy gowns. Sometimes the wrist is widened into bell contour, or a decorative cuff is added, but the basic conception of the sleeve is really tailored.

Judging from the present popularity of the long skirt in America, the Spring successor will maintain instead length and a narrowed width. There are rumours from across the water, rather vague, to be sure—that it will be permissible to add a few inches to the width of the new skirt, and according to the Paris dictum, to take the same number of inches from the length. American women have shown a strange independence in the matter of skirt lengths; for while Paris has been wearing its

HONGKONG SHIPPING ENTERPRISE.

CHINA NAVIGATION CO.

REGULAR SAILINGS TO BANGKOK.

A new local enterprise has to be recorded. Previous to the war the Hongkong-Bangkok trade was not systematically catered for by the British shipping companies. German ships had the monopoly of the transport. When war broke out and the Germans were eliminated from the field, the China Navigation Company, Limited, came in and established a service which, although irregular, was greatly appreciated. The feeling is that the trade between Hongkong and Bangkok will increase soon. The Germans, before the war, had more steamers than we had on the run. The return of steamers requisitioned by the Government has increased the tonnage on the Bangkok-Hongkong line. The release of the requisitioned steamers has, therefore, made it possible for Messrs. Butterfield and Swire, the agents of the China Navigation Company, to inaugurate a weekly service to Bangkok. Where we had steamers leaving every twelve or ten days for Bangkok, we now have a weekly service at the beginning of every week, with prospects of extra vessels being placed on this route occasionally if the demand justifies the action.

The China Navigation Company has seven steamers catering for the Bangkok trade. They are not brand new boats, but are fairly modern and are better than most other steamers on the China Coast run.

The trade between Bangkok and Hongkong is more important than that between Hongkong and Bangkok. Most of the vessels that go to Bangkok do so with the object of getting rice and timber from Siam. For instance, a steamer that carries 2,000 tons of cargo from Bangkok will have three-quarters of her space taken up by rice.

The restrictions placed upon the export of rice from Siam have again been modified and it is now permitted that European merchants shall be allowed to export 160,000 tons per month and the Chinese merchants 20,000 tons. This arrangement seems to satisfy all concerned, for when the Chinese merchants have reached the limit of their export permit they buy the permits from the Europeans, and it is said that it pays the latter better to sell their permits than to export on their own account. The price per picul has dropped, and the rate is now about \$7.60 for No. 1. It is expected that the market will assume a normal aspect by April next.

Freight rates are now low. They went up to \$1.87 per picul sometime last year, against 25 cents when the war broke out. They are now something like 50 cents per picul. It is quite likely that the rate will go lower. At present a good deal of rice is being sent from Siam and from Saigon to Europe, leaving less to come to Hongkong and China. Rates, therefore, fluctuate according to the number of steamers that are available for carrying the exports.

The Hongkong-Bangkok trade is at the moment unsettled. We do not know what the situation six months hence will be. Conditions have not quite settled down to their pre-war state, but in view of the increased attention being devoted to the trade by British shipping, there is every prospect of a steady development in the near future.

skirts almost to the knees, the fashionables of New York and elsewhere in the U.S., have gradually dropped the hem until there is actual danger of a return of the trailing skirt!

Another point of difference between the Paris style arbiters and the American women lies in the attitude toward suits as distinguished from dresses. Paris has reinstated the suit after a long period of semi-retirement, and it is said that the best-dressed women of the French capital prefer the suit to the one-piece dress. The reverse is true in America. The coat-dress leads, although it must be stated that suits have received more attention during the last few weeks than in several years. So it may be that a worthwhile place will be found for them in the schedule of the approaching season.

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B.I.S.N. COMPANY AND HONGKONG.

FAR EASTERN SHIPPING OUTLOOK.

A GOOD AUGURY FOR THE FUTURE.

["Hongkong Telegraph" Special.]

The times are changed and we with them. This is significantly true of some of our shipping companies. Great changes are now on foot in Hongkong. One of these is the rumoured intention of the British India Steam Navigation Company, Limited to open up offices of their own in Hongkong and Shanghai, and it is also whispered that shortly an announcement to this effect will be publicly made. Previous to 1912, the B.I.S.N. Co. plied no boats on the Far Eastern route, but in February of that year the Company bought up the fleet of the Apar Line, comprising about five steamers, for which the B.I. paid a substantial price. At that time, we may recall, severe competition arose between the N.Y.K. and the B.I.S.N., the former leading into this purchase an attempt to cut into the trade of the Japanese vessels. Nothing was further from the truth. Nevertheless a rate war commenced in Calcutta, Rangoon and Bombay and things at one time looked serious. Passenger rates and bottoms were going very cheaply, the Japanese shippers declaring their intention to carry both cargo and passengers between Calcutta and Rangoon, Rangoon and Madras, and Rangoon and Singapore practically for a song. What enabled the Japanese Company to continue the fight was the substantial subsidies the Government was doling out. This continued till the beginning of the war, when hostilities between Germany and England caused the Government of India to commandeer many vessels for the transport of troops and stores to England and Mesopotamia.

The Apar Line of steamers ran between Calcutta, Hongkong and Japan. Three vessels plied between Calcutta and Japan and two catered for the Hongkong-Calcutta trade. These vessels were absorbed in the B.I.S.N. fleet in 1912, and two years later—at the end of 1914—the P. and O. amalgamated with the B.I.S.N., the latter's fleet consisting of 97 boats. These, together with 41 steamers owned by the P. and O., make an aggregate strength of 144 vessels. When the P. and O. amalgamated with the B.I.S.N., the agency arrangements of the B.I. were allowed to continue. Messrs. David Sassoon and Co., Ltd., have been agents for over half a century in the Apar Line of steamers. Together with Messrs. David Sassoon, Messrs. Jardine, Matheson were joint agents. Messrs. Gibb, Livingstone and Co. were the first agents.

This new departure is an indication that the B.I.S.N. are

HONGKONG GYMKHANA CLUB.

The first Meeting is fixed for Saturday, April 5th, the provisional programme being as under—

- 1.—Half Mile race for Subs. of this season that have run and not won an Official Race, with allowances.
- 2.—Gymkhana Stakes. One Mile as before.
- 3.—Class Handicap for all China Ponies. A Class, Once Round.
- 4.—Bumble Puppy Event. Details to be published later.
- 5.—Class Handicap for all Ponies. B Class, Once Round.
- 6.—One Mile Race for Subs. of any season, winners penalised.
- 7.—One and a Quarter Mile Handicap for all China Ponies.

anxious to develop their Far Eastern trade. All over the world it is abundantly recognised that what is wanted is ships, and more ships, and even the British Government has given lip service to the sentiment, but beyond the mere declaration that it was not going to nationalise shipping, it has done little of real value to shipping. The Government, by its absolute control of shipping, has taken away from the shipowner the means by which the depleted tonnage might be replaced. The Japanese shipowners, it is expected, will not allow the grass to grow under their feet. They have had the double advantage of less taxation and higher freights, and are, therefore, well prepared for a fight for trade by reason of their great reserves in cash and other resources and also subsidies.

The effect of the war on the merchant shipping of the world and the United Kingdom is strikingly illustrated by a Parliamentary paper which shows that the position of tonnage in November was as follows:—Net loss 1,811,584 tons for the world and 3,453,012 British tonnage, excluding transfers to or from the British flag.

It is difficult to see how freight rates could go down very low. In the opinion of a very prominent gentleman in the shipping trade of Hongkong, it is futile to expect the rates to revert to their pre-war level. Wages have gone up, the price of coal has jumped up phenomenally, and the high cost of shipbuilding materials and stores does not hold now any hope of a reversion to the piping times of 1913. We all know that when wages go up they do not easily go down. That has been the experience of the world.

The Far Eastern trade needs fostering and the action of the British India Steam Navigation Company in having decided to cater for this trade by having their own offices in Hongkong, Shanghai and, probably, at Kobe is a good augury for the future. Given their requisitioned steamers back, they would make things hum in the Far East.

WORK AMONG LEPERS.

LECTURE BY DR. BRADLEY.

Dr. Bradley delivered an interesting lecture on "Work Among Lepers", at the Helena May Institute, last evening. There was a good attendance which was presided over by the Rev. A.D. Stewart, who introduced the speaker in a few well-chosen words.

Dr. Bradley opened his address by stating that many people had curious ideas as to leprosy and looked upon the disease as something infectious and contagious. It was not infectious but slightly contagious. If one dealt with lepers in a hygienic way there was no reason to fear contracting the disease. The speaker said there was no need for him to emphasise the need for work among lepers and to do all they could for these unfortunate people. In China they were allowed to wander about at their own discretion and could be seen walking about begging alms, and they had nowhere to go except to a remote leper village where they found poor consolation. No treatment was given them and nothing was being done in the direction of alleviating their sufferings. For many years the treatment of the disease had not been very hopeful, but in the last few years scientists had thought they had at last found a treatment that would benefit these unfortunate. The lecturer then proceeded to give an account of the work being done amongst lepers at Pakhoi and Linchow. The Chinese confidence in European doctors had become very great, he said, and they travelled long distances to secure the aid of the white physician. The new treatment which had replaced an unpalatable medicine which the patients refused to take a second time, was gynocardate of soda, an extract from a seed which was first found in India. At the conclusion of the address, the speaker was thanked by the Chairman who delivered to the audience copies of a subscription pamphlet of the International Lepers Mission and asked them to donate whatever sums they could to help on the work.

MALINI THE MAGICIAN.

Malini, the Magician, gave a further performance at St. Andrew's Hall, last evening, to an appreciative audience, which again included His Excellency the Officer Administering the Government, the Hon. Mr. Claud Severn, C.M.G., and a party from Government House. Those who attended the two first performances would have been justified in stating that Malini had reached the limits of mystification and that nothing further that he could do would be surprising. The fallacy of such a conclusion, however, was proven, last night, when the Magician performed even greater marvels. For instance, producing a dollar note from an egg leaves some room for speculation as to how the trick might possibly have been performed, but when, as last night, the note is produced from so small a thing as a cigarette, which the performer was smoking, one can only "give it up" and remain in a state of amazement. The card tricks presented last night were all up to Malini's usual standard and one went away with a feeling of admiration for the man who must have spent hours and hours of incessant practice to enable him to manipulate the cards so perfectly. In addition to this the performer gave exhibitions of vanishing, tricks and articles such as tumblers, eggs etc., disappeared and reappeared at the conjuror's own sweet will. Malini introduced his son, who is less than six years old, who showed that he was following in his father's footsteps even at that early age and will be a worthy successor to his clever parent in due course.

The next performance will be given to-night when those who have already seen the performances will find nothing lost by further attendance and those who have not so far attended, are assured of their money's worth of mystification and bright entertainment.

Malini's performance will be given to-night when those who have already seen the performances will find nothing lost by further attendance and those who have not so far attended, are assured of their money's worth of mystification and bright entertainment.

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First and Gallery \$2.00 & \$1.00



PINKIE'S LETTER.

TO THE CHILDREN OF HONGKONG.

Miss Pinkie presents her compliments to all the children of Hongkong and begs to state that she isn't going to write this in the third person, because I can't.

But I just wanted to tell you that I shall be so pleased if you will come to my Fairy Party in the Wood.

The Fairy Queen says it's my very own party and I can ask anybody I like, so, of course, I ask you.

Some of the nice people out of story books are coming, too, so you will meet lots of old friends. We have always been told that these people all "lived very happily ever after," but as one never heard of them or met them about anywhere, I was getting a little anxious. So I know you will be glad to see that they are all right, and what a charming Princess Cinderella makes, and what an attached couple Beauty and the Beast are (though you remember that nobody really liked the marriage) and what a comfortable soothing woman the Sleeping Beauty has turned out.

And oh, by-the-by, the Fairy Queen said particularly that, in case you do not quite understand the explanation which she dances to Mullig, I am to tell you that, in an ordinary way of speaking, it is something like this—

Babyland and Fairyland lie so near, so near each other By the stretching of a hand Is the gulf between them spanned Baby Sister, Fairy Brother, Meet and greet upon the strand.

Trickles down Time's golden sand, Baby hearts grow human wholly Close the Gates of Fairyland And the veil is falling slowly We have lost our spring of holly And we do not understand.

He who still would loose the chain, Still ajar the Gates of Fairy Needs must stoop and humbly deign

Seek the tiny path with pain Tread the way that does not vary Back through Babyland it lies To the long-lost Paradise To the Land of Youth again.

Whether the presence of the Grown-ups would be any addition to Babyland and Society is a question for you to settle, but Fairy Queen says that, if they are wanted, that's how they've got to get there.

Tommy says you may take it from him it's a straight tip. I don't know what that means, but he says I'm to cork it down—so I've corked it.

And I remain,

Faithfully yours,
PINKIE.

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| A 5838 | MISSOURI
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ROYAL MAIL SERVICE.

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.
STRAITS, BURMA, COLOMBO, AUSTRALIA INDIA,
EGYPT &c.
FOR MARSEILLES & LONDON VIA SINGAPORE,
PENANG, COLOMBO & PORT SAID.

SS.	leave Hongkong	Due Marseilles about	Due London about
NORE.	14th Mar.	20th April	2nd May
NOYARA.	14th Mar.	23rd April	3rd May
NELLORE.	1st April	18th May	27th May

* Will take same bottom cargo for Rotterdam—Not available for passenger.

FOR SINGAPORE, COLOMBO & BOMBAY.

DILWARA	15 Mar., noon.	due Bombay about 31st March
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FOR SHANGHAI, MOJI & KOBE Etc.

NELLORE	13th Mar., noon.	Shanghai, Nagasaki, Moji & Kobe
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WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS,
FREIGHTS & FURTHER INFORMATION apply to:—
P. & O. S. N. Co. E. V. D. Parr,
Hongkong, 12th March, 1919. Superintendent.

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

VIA
Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPERESS OF RUSSIA	13 March.	31 March.
EMPERESS OF JAPAN	19 March.	9 April.
EMPERESS OF ASIA	27 March.	14 April.
MONTEAGLE	5 April.	29 April.
EMPERESS OF RUSSIA	24 April.	12 May.
EMPERESS OF JAPAN	7 May.	28 May.
EMPERESS OF ASIA	22 May.	9 June.
MONTEAGLE	10 June.	4 July.
EMPERESS OF RUSSIA	19 June.	7 July.
EMPERESS OF JAPAN	2 July.	23 July.
EMPERESS OF ASIA	17 July.	4 Aug.
EMPERESS OF RUSSIA	14 Aug.	1 Sept.
MONTEAGLE	20 Aug.	13 Sept.

For particulars regarding passage fares, full details of service, and other information, apply to P. D. SUTHERLAND, General Agent, P. & O. S. N. Co., Ltd., 12th March, 1919.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, Sept. 24, 1917.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA," and "COLOMBIA,"
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.
"VENEZUELA" 28th March.
"ECUADOR" 23rd April.
"COLOMBIA" 21st May.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the outside, and the attendance on passengers cannot be improved. There are no interruptions with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—
Company's Office in
ALEXANDRA BUILDING,
Chater Road.
Telephone No. 141.

SHIPPING.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKO- HAMA	*Shidzuoka M. T. 12,530 AKI Maru T. 12,500	[WED., 19th Mar. at 11 a.m. FRI., 23rd Mar. at 11 a.m.]
NAGASAKI, KOBE & YOKO- HAMA	*Nikko Maru T. 9,600	[MON., 31st Mar. at 11 a.m.]
SHANGHAI & KOBE	Tenshin Maru T. 12,500	[WED., 12th Mar. at 11 a.m.]
LONDON or Liverpool via Singa- pore, Malacca, Penang, Colombo, Suez and Port Said	Inaba Maru T. 12,500 Kamo M. T. 12,500 Tango Maru T. 12,500 Nikko M. T. 9,600	[SAT., 22nd Mar. at 11 a.m. SAT., 5th Apr. at 11 a.m. [WED., 26th Mar. at 11 a.m. WED., 23rd Apr.]
MELBOURNE via Manila, Zam- boanga, Thursday Is., Town- sville, Brisbane & Sydney	Yubari Maru T. 8,000	[TUESDAY, 11th March.]
NEW YORK via Shanghai, Kobe, Yokohama, San Francisco and Panama Canal	*Akita M. T. 8,000	[SAT., 15th March.]
BOMBAY via Singapore, Malacca and Colombo	*Fushimi Maru T. 12,500 *Suwa Maru T. 12,500	[SATUR., 22nd Mar., at 11 a.m. MON., 5th May, at 11 a.m.]

For date of sailing apply at
the Company's Office.

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers: PERLA MARU, 15th Apr. from Yokohama; KOREA MARU, 23rd Apr. from Yokohama; KIPPON MARU, 5th May; YENYO MARU, 21st May; INIYO MARU, 2nd May from Yokohama; SIKERIA MARU.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALBOA, OZU,
BALBOA, CALLAO, ARICA, AND IQUIQUE.

THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers: ANTO MARU, 21st March; SEITO MARU, 3rd May; KITO MARU, 15th July.

Ships are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager,
KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light

and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland

Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
York Buildings.

Telephone No. 1574.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

(15,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

April 3rd, 1919. April 24th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, 100 House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

FOR LONDON.

SS. "WALTON HALL" Sailing 22nd March.

SS. "CITY OF BRISTOL" Sailing 15th April.

For particulars of sailings shippers are requested to approach

the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

or to REISS & Co. Canton
Hongkong, 11, Mar. 1917.

THE BANK LINE, LTD.,
General Agents.

SHIPPING-NEWS.

A COMING PORT IN AFRICA.

For some time, South African shippers have been watching with much interest the development of port facilities in Africa, considerable attention being centred on Lobito Bay, in Portuguese West Africa, from which a railway is now being built to link up with the line to the Katanga, in the Belgian Congo, the future centre of the copper mining industry. It was completed last summer, thus setting up through communication by rail from Cape Town to Bukama, on the Congo River. When Lobito is available for traffic England will be brought nearly 3,000 miles nearer to Northern Rhodesia. It will be one of the best harbours in the world, and is, moreover, certainly destined to become one of the most important seaports in Africa, accommodation being readily found for some of the largest vessels afloat. Not only so, but the Transvaal will be provided with several alternative outlets to the sea.

AMERICAN COASTWISE SHIPPING.

How the war emergency and Government control of shipping have eliminated Panama canal competition with the trans-continental railroad lines, forcing San Francisco shippers to patronize the land carriers and pay the higher rates, is told in complaints pouring daily into the office of the traffic bureau of the Chamber of Commerce, says the "San Francisco Chronicle." Now that the war is over, shippers are deeply concerned as to when the Government will return to private owners the ships used for Atlantic transport and food supply service, and restore the cheap water transportation rates between New York and San Francisco. Before the war, the basic water rate (the lowest water rate upon which other rates were based) was \$8 a ton between New York and San Francisco. The basic railroad rate was approximately \$25 a ton. Except where expedition of movement was desired, the water rate by reason of its cheapness was favoured by shippers. Now, however, there are few, if any, ships operating exclusively between the Atlantic and Pacific ports. The Government has the ships and those no longer required for war purposes are under a five-year contract to the Shipping Board. Instead of being restored to Atlantic-Pacific port service, they are being deflected to the runs between New York and the Orient and New York and Australasia, because these offer opportunity for the biggest financial return. Shippers say the Government is quick to see the difference between using a vessel operating between New York and San Francisco, for example, at an \$8 or \$10 rate, when it can get \$35 or \$40 a ton between New York and the Orient. The longer runs make more money for the Government, they say, and the Government is giving the vessels a "business's administration." But transportation is an indirect tax on the people, and while the Government is making money out of its ships used from New York to the Orient, for example, we are forced to patronize the Government-operated railroad lines exclusively. We have not only lost the old cheap water rates via the canal, but we've got to pay 25 per cent. more in our railroad rates which we used to think were exorbitant. We are not even between the devil and the deep sea, for we have no choice. The Government knocked our water competition with the railroads because it found it needed the ships for transport purposes and to move and feed our troops. That was all right during the war. We cheerfully paid the added transportation expense. But now that the war is over and the ships are not needed as badly as they were, why can't water service between San Francisco and the East Coast be restored to give us our old advantages? Officials of the bureau believe if ships were returned to the companies operating through the canal before the war that canal traffic between the two coasts would soon be restored. They believe, however, that if the Shipping Board clings to its ship contracts it may be a long time before canal competition is again active, as the vessels will be turned to the highest rate points. Such a move would serve an Administration purpose in building up railroad revenues while the roads are run by the Government but it would also postpone for a long time the day when low water rates, upon which railroad rates have depended to a large extent in the past, would again be effective. Shipping and Engineering.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Suiyang	13th Mar. at 4 p.m.
SWATOW & SINGAPORE	Chinhua	14th Mar. at 9 a.m.
SHANGHAI	Chenan	15th Mar. at 3 p.m.
SHANGHAI	Tean	18th Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.
Hongkong March 12, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilap	in port	11th Mar.	11th Mar.	Yokohama
Tjimaocok	Shanghai	30th Mar.	1st Apr.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haihong	J. W. Evans	TUES., 18th Mar. at 1 p.m.
Mailan	A. E. Stewart	FRI., 21st Mar. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MANILA	Yucatan	Fri., 14th Mar. at 3 p.m.
SHANGHAI via Ningpo	Esang	Sun., 16th Mar. at 4 p.m.
SHANGHAI	Wingsang	Tues., 18th Mar. at 4 p.m.
HALPHONG	Taksang	Fri., 21st Mar. at 8 a.m.
TIENSIN	Chipsang	Fri., 21st Mar. at 4 p.m.
SINGAPORE & Penang	Namsang	Fri., 21st Mar. at 3 p.m.
MANILA	Loongsang	Fri., 21st Mar. at 3 p.m.
STRAITS & Calcutta	Kumsang	Tues., 1st Apr. at 3 p.m.

CALCUTTA LINE.—This line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every two days between Canton and Shanghai, stopping at Amoy. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Western Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Western Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong where transshipment occurs.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having space for cargo.

Cargo taken on through Bills of Lading for Kanton, Swatow, Amoy, Tientsin and Lohai.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Waihai and Canton.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.
ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.
CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureaux.
American Business a Specialty.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
 LONDON—Monthly direct service via Singapore and Port Said.
 "CELEBES MARU" Wednesday, 12th March.
 "ALPS MARU" 28th March.
 GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
 "KOFUKU MARU" 12th March.
 MARSEILLES—Monthly direct service via Singapore & Port Said.
 BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
 "HIMALAYA MARU" End of March.
 BOMBAY VIA SINGAPORE PORTSWETENHAM, PENANG AND COLOMBO.
 "KOFUKU MARU" 12th March.
 BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.
 SYDNEY, MELBOURNE—Monthly service calling at AUSTRALIA, N. Z. and ADELAIDE.
 "LUZON MARU" Middle of March.
 VICTORIA—VANCOUVER & TACOMA VIA MANILA, KEE-LUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
 "MEXICO MARU" Monday, 14th March. (via Singapore.)
 "CANADA MARU" 17th March.
 HAIPHONG—Three times a month service.
 "TAIYOKU MARU" Wednesday, 12th March.
 KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.
 TAKAO VIA SWATOW AND AMOY.
 "SOSHU MARU" Thursday, 13th March.
 KEELUNG VIA SWATOW AND AMOY.
 "AMAKUS MARU" Sunday, 16th March, at 10 a.m.
 For sailing dates and further particulars please apply to—
 K. YAMASAKI, Manager.
 Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
 NANYO MARU No. 2
 NANYO MARU No. 3
 SODECAURA MARU.
 KYODO MARU No. 13
 TAMON MARU No. 1
 ASOSAN MARU.
 CHEIAN MARU.

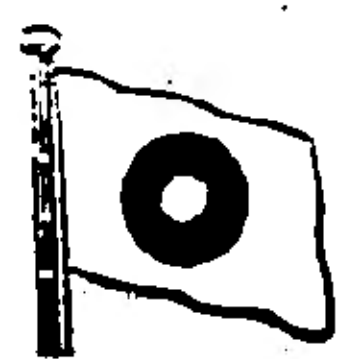
REGULAR SERVICE FOR FREIGHT BETWEEN

HONGKONG, BANGKOK and/or SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.
Top Floor, King's Building.

Tel. No. 140 & 155.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE KOBE.

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALLED, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS BETWEEN CHINA, MANILA, SINGAPORE, JAPAN and SEATTLE.

FULL POWERED
M. V. LIBBY MAINE
SAILS FOR
SEATTLE MARCH 15th.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.
Telephone 2888. 5th Floor, Hotel Mansions

SHIPPING.

CHINA MAIL STEAMSHIP CO., LTD.

THE S.S. "NANKING"

(AMERICAN REGISTRY—15,000 TONS)

WILL SAIL FROM

HONGKONG TO MANILA

on or about March 22nd

RETURNING FROM

MANILA TO HONGKONG

on or about March 30th.

FARE ONE WAY (4:25.0) Approximately H.K. \$15.00 only.
This sailing offers an unusual opportunity for a short sea voyage to Manila and return requiring less than a fortnight's time, at an extraordinarily low rate.

Accommodation and Cuisine unsurpassed on any steamer on the Pacific.

NEW STEAMER, HUGE CABINS, AMERICAN OFFICERS, COMFORT, SAFETY.

For further information regarding this service apply to
O. H. RITTER, Agent.
Prince's Building, Ice House Street, Tel. 1934.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched at the end of March to:—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN.

Telephone No. 1574.

Agents.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
JAPAN AND COAST PORTS.			
Chinkiang	Tientsin	B. & S.	12, Mar.
Haiphong	Taitoku M.	O. S. K.	12, Mar.
Tientsin	Kueichow	B. & S.	12, Mar.
Shanghai	Lungshan	J. M. Co.	12, Mar.
Shanghai and Kobe	Tenshin M.	N. Y. K.	12, Mar.
Shanghai, Nagasaki, Moji & Kobe	Nelore	P. & O.	13, Mar.
Takao via Swatow and Amoy	Soshu M.	O. S. K.	13, Mar.
Shanghai	Suiyong	B. & S.	13, Mar.
Swatow and Singapore	Chinshu	B. & S.	14, Mar.
Manila	Yuenhsang	J. M. Co.	14, Mar.
Shanghai	Chenai	B. & S.	15, Mar.
Calcutta via Ports	Akita M.	N. Y. K.	15, Mar.
Shanghai via Ningpo	Esang	J. M. Co.	16, Mar.
Keelung via Swatow and Amoy	Amakusa M.	O. S. K.	16, Mar.
Swatow, Amoy and Foochow	Haiphong	D. L. Co.	18, Mar.
Shanghai	Wingsang	J. M. Co.	18, Mar.
Shanghai	Teian	B. & S.	18, Mar.
Shanghai, Kobe and Yokohama	Shidzuoka M.	N. Y. K.	19, Mar.
Manila	Loongsang	J. M. Co.	21, Mar.
Haiphong	Taksang	J. M. Co.	21, Mar.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	21, Mar.
Tientsin	Chipsing	J. M. Co.	21, Mar.
Singapore and Penang	Namsang	J. M. Co.	21, Mar.
Shanghai, Kobe and Yokohama	Aki M.	N. Y. K.	23, Mar.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	31, Mar.
Straits and Calcutta	Kumsang	J. M. Co.	1, Apr.
Java	Tjanshoek	J.C.J. L.	1, Apr.

CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "ANYO MARU."

From SOUTH AMERICAN PORTS via SAN FRANCISCO HONOLULU, AND JAPAN PORTS.

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bill of Lading for counter-signature and to take immediate delivery from along-side.

Cargo remaining undelivered on 12th March, 1919, at 5 P.M. will be landed at consignees risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 16th March, 1919, at 5 P.M.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the goods have left the Steamer or Godown.

All chafed and damaged goods will be landed into Company's Godowns, where they will be examined on 18th March 1919, at 10 A.M.

No Claim will be recognised if filed after the 24th March 1919.

T. DAIGO, Manager

Hongkong, 9th March, 1919.

CONSIGNEES.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO, & STRAITS.

THE Steamship

"CARDIGANSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th March 1919, at 5 P.M. noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 14th March 1919, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 7th March, 1919.

NOTICES.

SHEWAN TOMES & CO.

MOTOR DEPARTMENT

CAR REPAIRS OF ALL DESCRIPTIONS INCLUDING GENERAL ELECTRICAL AND MECHANICAL REPAIRS UNDER EUROPEAN SUPERVISION.

Repainting a Specialty.

Enquiries and Inspection Invited.

MOTOR GARAGE

7 Russell St.

TEL. NO. 659 & 781.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins; Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers; Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	WIDTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	TYPE OF DOCK OR SLIP
KOWLOON				
No. 1 Dock, Kowloon	100'	24'	12'	Graving Dock
No. 2 Dock, Kowloon	110'	24'	12'	Graving Dock
No. 3 Dock, Kowloon	120'	24'	12'	Graving Dock
Public Slip, No. 1, Kowloon	80'	12'	12'	Graving Dock
WATERLOO				
Graving Dock	100'	24'	12'	Graving Dock
Public Slip, No. 2, Kowloon	80'	12'	12'	Graving Dock

HEAD OFFICE: KOWLOON.
Telephone No. K. 55.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer:

"BURYLOCHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 11th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th March, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 31st March, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th March, 1919.

MOVEMENTS OF STEAMERS.

The American & Manchurian Line, s.s. WALTON HALL from New York, is expected to arrive on the 15th March.

P. & O. s.s. "NELLORE" left Singapore for this Port on the 6th instant at 5 p.m. with the outward English Mail, and is due here on the 12th instant at about daylight.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco Office advising that the s.s. NANKING sailed from that port on February 22nd, and may be expected to arrive in Hongkong on March 21st, 1919.

The P. & O. s.s. DILWARA left Shanghai for this Port on the 11th inst. at 6 a.m. with the homeward English Mail, and is due here on the 14th inst. at about 7 a.m.

The R.M.S. EMPRESS OF ASIA left Yokohama for Kobe on the 11th March, and is due at Hongkong on or about the 21st instant.

TIDE TABLE.

From 10th Mar. to 16th Mar.

Day	High Water	Low Water	Day	High Water	Low Water
Mon. 10	10.15	4.15	Wed. 12	10.15	4.15
Tue. 11	10.15	4.15	Thu. 13	10.15	4.15
Wed. 12	10.15	4.15	Fri. 14	10.15	4.15
Thu. 13	10.15	4.15	Sat. 15	10.15	4.15
Fri. 14	10.15	4.15	Sun. 16	10.15	4.15

NOTICE.



MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF: TAKASHIMA COAL, MITSUBISHI COAL, YOSHIMOTO COAL, KANAZAWA COAL, KANADA SHIMIZU, KAMIMURA, SIBU, AND OTSUKA COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSUBUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OYABI, VLADIVOSTOK, PEKING, TIENTSIN, DAIRES, TSINANFU, HANKOW, SHANGHAI, TAIPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

Hongkong: "IWASAKI"
Canton, Haiphong: "IWASAKI".Codes:—A.I. A.B.C. 5TH ED.
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.For Particulars Apply to:—
S. SAKAKI, Manager,
No. 11, Pedder Street, Hongkong.

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

TO-DAY'S ADVERTISEMENTS.

SEAMEN'S INSTITUTE.

21 Praya East
Hongkong.

WANTED.—IMMEDIATELY
Manager or Managers.
Application should be sent to
The Rev. W. T. Featherstone
The Diocesan Boys' School.

G.  R.
NOTICE.

THE Public are hereby notified
that a Limited number of
Public Jirikishas will be put
into service at the Peak District
from FRIDAY, the 14th inst.
E. D. C. WOLFE,
Captain Superintendent of Police,
Hongkong, 12th March, 1919.

THE FRAWLEY COMPANY.

"MARY'S ANKLE" LAST NIGHT.

The Frawley Company has
wisely decided to do away with
heavy dramas and to stage light
comedies and farces during their
farewell visit to the Colony. Like
its predecessors, "Mary's Ankle,"
which the Company produced last
night at the Theatre Royal, is
sheer farce and American in
origin. There was nothing brilliant
in the plot, but in the hands of the
capable artists of the Frawley
Company the acting left little to
be desired.

"Thank Success" may be good
advice, but such optimism can
sometimes land the optimist into
trouble. A doctor, without
practice, a lawyer, without a brief,
and a merchant, without dollars,
hit upon a happy idea of making
money. It was decided that the
doctor should send out invitations
announcing his forthcoming faked
marriage with a Miss Mary
Jane Smith. This bogus name
was selected at random, and
invitations to all friends and
relations were mailed. This, it
was expected, would bring a number
of silver presents, which would
in turn be pawned. The wedding
present that came were lingerie
for the bride—a kimono, petti-
coats, etc. A motor smash occurs
near the doctor's chambers and
a young girl by the name of
Miss Mary Jane Smith is brought
in for medical treatment. This,
together with the arrival of the
doctor's uncle from Jersey with
the express object of seeing the
bride, makes the situation hil-
arous. Eventually, the characters
are released from the tangle and
everything ends most satisfactorily.

Miss Florence Chapman, as the
daughter of the landlady who
rented the room to the doctor,
was in fine form—the best char-
acter in the play—while Miss
Sidney as the landlady made an
excellent study. Miss Lloyd as
Mary could not have improved
her role. Mr. Forbes as Chubs,
the merchant, who finds his
metier in conceiving ideas and
sustaining his friends with the
fire of his enthusiasm, was, as
usual, great. Mr. Howard as the
doctor, Mr. Denniston as his
uncle and Mr. Wilcox as Stokes,
the lawyer, filled their parts with
much success.
To-night "Twin Beds" will be
on the boards.

SUPREME COURT.

A CLAIM FOR SOCKS.

In the Supreme Court, this
morning, before Sir William Rees
Davies, K.C., Chief Justice,
the Wah Cheong firm claimed
from the Lee Man Hing Kwok
Weaving and Manufacturing
Company Ltd., the sum of \$5,000,
amount paid by plaintiff to the
defendant for a consideration,
which has failed, and also for
damages for breach of contract to
deliver 150 cases of socks.

Mr. Eldon Potter, instructed by
Mr. E. Davidson, of Messrs.
Hastings and Hastings, appeared
for the plaintiff and the Hon. Mr.
E. H. Sharp, K.C., instructed by
Mr. W. E. L. Shenton, of Messrs.
Deacon Looker, Deacon and
Harston, represented the defend-
ant.

Mr. Potter said the claim was
divided into two parts, one
for damages for breach of con-
tract to deliver certain socks, and
one for the return of \$693.75,
balance of sum of \$5,000 paid by
plaintiff to defendant on account
of the purchase price of those
socks. The socks, when delivered
were not of merchantable
quality and were returned to de-
fendant firm which had made no
attempt to deliver other socks
and carry out the contract. The
defendants deny that the socks
were not of merchantable
quality and \$693.75 was de-
ducted from the alleged de-
posit amount, since defendant
suffered loss to that extent through
having to sell the goods at a lower
price. The plaintiff states that
on the day delivery of the goods
was to be taken, two foks were
sent to the defendant firm for the
purpose of inspecting the socks.
When they arrived, they found
that a number of the cases had
already been placed on a lighter
and sent to the godown in Kow-
loon from where plaintiff was to
take final delivery. The foks
examined a certain proportion of
the cases still remaining on de-
fendant's premises and found the
goods to be in order. They then
proceeded to the godown to examine
the cases already sent there and
when examination of these cases
was made it was found that the
socks were of bad quality. Sub-
sequently, plaintiff refused to take
delivery after the goods had been
further inspected by the manager
of the plaintiff firm, in company
with a Chinese friend, and Captain
Douglas, the surveyor. The
plaintiff firm denies that the
amount of \$5,000 was paid to
defendant in any way as a deposit
or security against non-acceptance
of delivery. It was an
amount paid purely on goods
account.

The case is proceeding.

CONSCIENTIOUS OBJECTORS.

The Essex Hall was crowded
recently with relatives of con-
scientious objectors now serving
terms of imprisonment. They
met to pledge themselves not to
relax their efforts until the
prisoners had been released and
Conscription abolished. A resolu-
tion to that effect was carried.
The speakers included Mr.
George Lansbury, Miss Eva
Gore-Booth, and Mr. W. J.
Chamberlain, an objector who
has served a period of imprison-
ment.

TO-DAY'S SHARE QUOTATIONS.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

H. K. & S. Banks	s.	\$755
Cantons	b.	\$410
North China	b.	\$1,223
Unions	s.	\$1,020
Yanhszes	b.	\$225
Far Eastern	n.	\$1,26

FIRE INSURANCES.

China Fires	b.	\$175
H. K. Fires	sa.	\$355

SHIPPING.

Douglases	b.	93
Steamboats	b.	213
Indos (Pref.)	b.	\$32
Indos (Def.)	sa.	\$181
Shells	b.	160/-
Ferries	n.	\$33

REFINERIES.

Sugars	sa.	\$120
Malabons	n.	\$353

MINING.

Kailans	b.	47/-
Langkats	b.	1,233
Raubas	b.	2
Trannohs	n.	40/-
Urals	b.	40/-

DOCKS, WHARVES, GODOWNS, &C.

H. K. Wharves	sa.	\$117
Kowloon Docks	b.	\$161/14
Shai Docks	b.	\$123
N. Engineering	b.	\$53

LANDS, HOTELS AND BUILDINGS.

Centrais	b.	\$101
H. K. Hotels	b.	\$87
Invest.	b.	\$1,2
H'phreys Est.	b. & sa.	\$7,10
K'loon Lands	b.	\$33
L. Reclamations	n.	\$173
West Points	b.	\$68

COTTON MILLS.

Ewos	b.	\$212/1
Kung Yiks	b.	\$17
Lau Kung Mows	b.	\$145
Orientalis	b.	\$72
Shai Cottons	b.	\$167
Yangtsepool	b.	\$9,20

MISCELLANEOUS.

Green Islands	b.	\$8,60
Borneos	b.	\$123
China Light & P. sa.	b.	\$51
Providents	b.	\$83
Dairy Farms	sa.	\$23
H. K. Electrica	b. & sa.	\$75/64
Macao Electrica	n.	\$334
Ropes	b.	\$303
Trams, Low Levels	b.	\$8
Trams, Peak, old	b.	\$7,30
Trams, Peak, new	b.	\$7,75
Laundries	b.	\$3,60
Steel Foundries	n.	\$12
U. Waterboats	b.	\$123
Watsons	b.	\$6,10
Wm. Powells	b.	\$91
Wiseman's	b.	\$27

Hongkong, March 12, 1919.

R. H. K. YACHT CLUB.

CHAMPIONSHIP RACES.

The re-sail of the sixth of the
series of Club Championship
races for the One Design, Hey-
ward Hays and Gael classes took
place on Saturday in a flaky wind
with the results:—

ONE DESIGN CLASS.

Yacht	It'up on Course	Finishing Time	Corrected Time
Ailsa			
Bonita			
Daphne			
Halcyon			

M. S. H. M. S. H. M. S.			
Ser.	5.21.02	5.21.02	
Bonita	5.20.08	5.20.08	
Daphne	5.21.42	5.21.42	
Halcyon	D.N.S.		

TO-DAY'S NEW ADVERTISEMENTS.

WHY WASTE?
DO YOUR SHOPPING AT

SINCERE'S

AND GET

"GOOD VALUE FOR YOUR MONEY."

WE SELL EVERYTHING IN
THE MUSIC LINE.

JAMES LAU & CO.

TEL. NO. 2916. 26 WYNDHAM STREET.

LIBERTY MALT BEVERAGE.

San Miguel's Special Brew, Guaranteed to be non-alcoholic but tastes
and looks like Beer. It Creates an Appetite, and Ensures Good
Digestion. Recommended for Children, Women, and the aged.

WHOLESALE OR RETAIL.

VICENTE ATIENZA.

18 NATHAN ROAD, KOWLOON.

Tel. K155.

"LAZARITE"

TO BE LET.

TO BE LET.—A suite of three
rooms to let, Alexandra
Buildings. Apply to Room No.
12, fourth floor, Alexandra
Buildings.

THE ASSOCIATION OF EXPORTERS & DEALERS OF HONGKONG.

THE ANNUAL GENERAL
MEETING of the Members
of the ASSOCIATION OF EX-
PORTERS AND DEALERS OF
HONGKONG will be held on
(WEDNESDAY), 25th MARCH,
1919, at 4 p.m. precisely, in the
CHAMBER OF COMMERCE
ROOM, CHARTERED BANK
BUILDING, for the following
purpose:—

(1) To receive the Report and
Accounts of the Committee
for the year ended 31st
December, 1918.
(2) To elect a New Committee.
(3) To transact any General
Business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, 12th March, 1919.

HONGKONG FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

THE Fiftieth Ordinary Meet-
ing of Shareholders will be
held at the Offices of the under-
signed at noon on Saturday the
25th instant.

The Transfer Books of the
Company will be closed from the
15th to the 25th instant, both
days inclusive.

At this Meeting a Resolution
will be proposed that, owing to
the Consulting Committee being
now made up to the maximum
number of eight, the remunera-
tion to the Committee be in-
creased from \$7,000 to \$8,000.

JARDINE MATHESON
& CO., LTD.,
General Managers,
Hongkong Fire Insurance
Co., Ltd.

Hongkong 12th March, 1919.

WANTED.

WANTED.—Britisher with a
good knowledge of exports.
Give full particulars of ex-
perience, stating salary required
to Box 118 c/o "Hongkong
Telegraph."

TO BE LET.

TO BE LET.—A suite of three
rooms to let, Alexandra
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to Box 118 c/o "Hongkong
Telegraph."

BREEZY GARAGE.

Tel. No. 2499.

31, Des Voeux Road, Central.

The latest model, "Chandler", "Hudson" and "Oakland" cars
for hire.
Theatre parties. Pleasure trips.
Shopping etc. at moderate charges.
Our cars are only driven by experienced drivers, so that all
clients are sure of every safety and comfort.
Large stocks of spare parts and children's "Skudders" on sale.
Motor car, launch and cycle repairing done daily.
Call and inspect.

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COMMERCIAL NEWS.

THE SILT PROBLEM.

At a meeting of the Engineering Society of China, on February 23, Dr. Herbert Chatley read a paper on "Some Problems on Silt." The speaker commenced by remarking that in spite of its apparently small scope, the subject was one vital to most river questions in China and the whole body of physical knowledge was inadequate to solve the problems raised. The whole of the plains of China are covered by silt, consisting of rock pulverized to a minute degree by flowing water. When the particles are very small, new properties appear, such as cohesion and affinity for water. River engineers attach great importance to the silt contents and a system of filtering and weighing has been adopted by the Whangpoo Conservancy. The quantity in Huangpu water varies from 50 to 1,000 parts per million by weight depending chiefly on the strength of the tidal currents. Some 40,000 tons of mud comes in at each spring tide at Woosung and would fill up the river in six years if it was not carried out by the ebb.

EXCHANGE.

SELLING.

T/T	3/14
Demand	3/1 7/16
30 d/s	3/1 9/16
60 d/s	3/1 11/16
4 m/s	3/1 13/16
T/T Shanghai	Nom.
T/T Singapore	133
T/T Japan	145
T/T India	Nom.
Demand India	Nom.
T/T San Francisco	73 1/2
co & New York	
T/T Java	173 1/2
T/T Marks	N. m.
T/T France	4.03 1/2
Demand Paris	4.04

BUYING.

4 m/s. L/C	3/14
6 m/s. D/P	3/14
6 m/s. L/C	3/14
30 d/s. Sydney and Melbourne	3/3
30 d/s. San Francisco co & New York	75 1/4
4 m/s. Marks	Nom.
4 m/s. France	4.21
4 m/s. France	4.21
Demand Germany	74
T/T Bombay	Nom.
Demand Bombay	Nom.
T/T Calcutta	Nom.
Demand Calcutta	Nom.
Demand Manila	150
Demand Singapore	133
On Haiphong	Nom.
On Saigon	49 1/2
On Bangkok	49 1/2
Sovereign	6.35 Nom.
Gold leaf per oz	44.60
Bar Silver, per oz	47 1/4

SUBSIDIARY COINS

DISCOUNT PER \$100:

H'kong 50 cts sub.	par.
" 10 "	5 1/2 prem.
" 5 "	5 1/2 dis.
Canton	5 1/2 dis.

NOTICE.

WISEMAN, LTD.

TEA DANCE

TO-MORROW

(THURSDAY), March 13th

MARTIN'S
APIOL & STEEL
ANTI-SCURF PILLS

These pills are the most effective remedy for all skin diseases, including scurf, dandruff, itching, and eruptions. They are made from the finest ingredients and are guaranteed to give relief in a short time.

MARTIN'S
APIOL & STEEL
ANTI-SCURF PILLS

NOTICE.

NOTICE.

BANK OF CHINA

HONGKONG.

UNDER instructions from Head Office Peking a branch of the above Bank has this day been established in Hongkong at No. 20 and 21 Connaught Road and the following officers have been appointed and authorised to sign on behalf of the Bank.

Mr. Tsupei Pei, Manager
Mr. D. R. McEuen, Sub-Manager
Mr. Li Hsi Yin, Assistant Manager.

NOTICE.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW of Flowers & Vegetables will be held in the BOTANIC GARDENS

THURSDAY

13th March at 2 p.m. to 6 p.m.
Admission 5/-
(children half price)
Mrs. Gurner will present the prizes at 5 p.m.

FRIDAY

14th March at 1 p.m. to 6 p.m.
Admission 30 cents
The Band of the 18th Infantry will play on both afternoons.
Tea will be obtainable on the Ground.

H. B. L. DOWBIGGIN,
Hon. Secretary.
Fonatong, 5th March, 1919.

THE GREEN ISLAND CEMENT CO. LTD.

THE THIRTIETH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong on Saturday, the 22nd day of March, 1919, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1918, and declaring a Dividend.

THE TRANSFER BOOKS OF THE COMPANY will be CLOSED from THURSDAY, the 13th March, 1919, until SATURDAY, the 22nd March, 1919, both days inclusive.

By Order of the BOARD OF DIRECTORS

Hongkong, 5th March, 1919.

HONGKONG CLUB.

NOTICE.—The Thirty-third Yearly General Meeting of the Members of the Hongkong Club, will be held in the Club House on FRIDAY, the 14th March, 1919, at 5.30 p.m.

By Order,

E. DE VŒUX,

Secretary.

Hongkong, 5th March, 1919.

PREVENT DISEASE

"INSECTOX"

IMPROVED "HEPPELL'S FLY SPRAY."
SUPPRESSES FLIES, MOSQUITOS & OTHER INSECT DISEASE CARRIERS.

"INSECTOX OUTFITS" consisting of atomizer and can of "Household Insectox."

Price \$4.00

"HOUSEHOLD INSECTOX" Bait, for use in homes, hotels, etc.

Price \$1.30 per tin.

"CRUDE INSECTOX" Bait, extra strong, for use in camps, stables, factories, etc.

Price \$1.30 per tin.

"HORTICULTURAL INSECTOX" Bait, for spraying plants, flowers, etc.

Price 70c. per tin.

On sale at Messrs. A. S. Watson & Co., Hongkong & Kowloon, Bakhly Co., Hongkong, and leading stores.

FRANK SMITH & CO.,
Sole Agents.

NOTICE.

G. R.

NOTICE.—The public are earnestly requested to co-operate with the Police in the enforcement of these regulations.

1. Keep to the left.
2. Foot passengers must keep to the pavement where such exists.
3. Slow moving traffic and coolies bearing loads must keep near the curb on the left hand side of the road.
4. Fast traffic must keep in the centre of the road on its own side e.g. motor cars and rickshaws.
5. On roads not used for wheeled traffic foot passengers must keep to the left of the road.
6. Overtaking vehicles must pass the vehicle overtaken on the right except where the overtaken vehicle is a tramcar. In the latter case the overtaking vehicle may pass the tramcar on either side providing he has a clear view ahead.

These rules should be strictly adhered to, to prevent obstruction and congestion of traffic.

By Order of the
CAPT. SUPT. OF POLICE.
Hong'ong, 28th January, 1919.

G. R.

All persons, with the exception of those of Chinese race, desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

G. R.

1919-20.

SEALED Tenders will be received at the R. N. Hospital until 10 a.m. on the 20th March, 1919, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions and necessities for the year ending 31st March, 1920.

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital. The right to reject the lowest or any Tender is reserved.

G. A. DREAPER,
Surgeon Captain.
R. N. Hospital, Hongkong.
10th March, 1919.

PEAK TRAMWAYS CO. LTD.

TIME TABLE		
WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	Every 15 min
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NOTICES.



There is an instantly recognisable flavor to "Felucca" which distinguishes it from other Egyptian Cigarettes. This flavor, which is only obtained from the finest selected leaf, has secured for "Felucca" by far the largest sale of any Egyptian high-grade in the Orient.

A new stock of "Felucca" Cigarettes is on sale at all leading tobacconists. Send for a tin today.

Manufactured in Cairo by Maspero Freres

This advertisement issued by British-American Tobacco Co., Ltd.

WEATHER REPORT.

March 12th, 12h. 06m.—No returns from Japan and Vladivostok. Pressure has increased slightly over the southern part of the China Sea, and has decreased slightly to moderately elsewhere. The anticyclone continues to move eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st 2.13 inches against an average of 3.94 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1. Hongkong to Cap. Boi...	N.E. winds, moderate; fair; 5-10.
2. Formosa Channel...	The same as No. 1.
3. South coast of China bet. H.K. and Lamoo...	The same as No. 1.
4. South coast of China bet. H.K. and Hainan...	The same as No. 1.

C. W. JEFFRIES, Chief Assistant.
Hongkong Observatory, Mar. 12, 1919.

METEOROLOGICAL.

Previous	Day On date	On date
Barometer	30.02	30.03
Temperature	61	65
Humidity	81	84
Wind Direction	E.	E.
Force	5	3
Weather	0	0
Rain	0.00	0.00
Highest temp. at Tientsin on the 12th	64	64

H.K. Observatory, Mar. 12, 1919.
T. F. CLAYTON, Director.

ASAHI BEER



SOLE AGENTS: Mitsui Bussan Kaisha.

ENTERTAINMENTS.

VICTORIA THEATRE.

TO-NIGHT 9.15 P.M. TO-NIGHT

FREDONY and VAUDEVILLE Co.
COMPLETE CHANGE OF PROGRAMME.
FREDONY PRESENTS.

The Cosmopolitan Symphony.
Impersonating the world's greatest Composers.

MISS ASTA ERICKSEN
A Soprano with a wonderful voice.
Mlle. Leona
in her dancing creations.

Selected Picture Programme
CIRCUS MARY
produced by Lucie Hererson.

Prices 50, 50.00 and 70 cents.
Thursday Matinee, the 13th. March 5.15 P.M.
IRIS.

From the Play by Sir A. W. Pinero.

Booking at ANDERSON'S.

THE CORONET

TO-NIGHT

All Comedy Programme.
CHARLIE CHAPLIN

IN
"SHANGHAIED"

MAX LINDER

IN
"MAX IN A TAXI"

Harold Lloyd in "Bliss"

"Get-Rich-Quick Wallingford"

Booking at ROBINSON'S.

HOTELS.

THE CARLTON HOTEL.
THE ONLY AMERICAN HOTEL IN THE COLONY.
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.
Telephone 812. MRS F. E. CAMERON.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

SHIPPING.

VESSELS ARRIVED.

March 12.
Hyson, 442, Br. Capt. Reynard, Yokohama, B. & S.—Mooring—J.L.
Chang Chow, 1203, Br. Capt. Milne, Bangkok, B. & S.—Mooring—J.L.
Shanghai, 1224, Br. Capt. McCulloch, Canton, B. & S.—Mooring—C.45.
Whitlow, 1227, Br. Capt. Fraser, Weihaiwei, B. & S.—Mooring—C.45.
Ningpo, 1228, Br. Capt. Fraser, Canton, B. & S.—Mooring—C.45.
Glasgow, 4421, Br. Capt. McGregor, Yokohama, J. M.—Mooring—C.45.
Canton, 1225, Br. Capt. Wilkins, Saigon, Miller—Mooring—C.45.
Coler, 4450, Jap. Capt. Konishi, Yokohama, O. S. K.—Mooring—K. Wharf.
Yubari Maru, 2553, Jap. Capt. Ota, Kobe, N. Y. K.—Mooring—Wharf.
Tasuma, 402, Ch. Capt. Lennox, Hoihow, Yen Fat—Mooring—C.14.
Yang Fei, 401, Ch. Capt. Brown, Quahong, Yee Fing—Mooring—B.11.
Irene, 426, Ch. Capt. Van Lee, Canton, Ch. M.—Mooring—C.15.
Kwongtai, 231, Ch. Capt. Poon, Macao, Ping On—Mooring—Wharf.
Shun Cheong, 25, Ch. Capt. Xavier, E. C. War, Wo Hing—Mooring—Wharf.
Juno, 1235, Dutch Capt. Heer, Tientsin, A. P. & Co.—Mooring—K. Bay.
Salabadi, 1236, Dutch Capt. Duwer, Tientsin, A. P. & Co.—Mooring—T. E. D. Wharf.

VESSELS CLEARED.

Yubari Maru for Singapore
Wing Hang for K. C. Wan
Bolton Castle for New York
Glasgow for London via Singapore
Shanghai for Wuhu
Empress of Russia for Victoria via S'hai.
Tasuma for Pakhoi via Hoihow
Sungma for Haiphong
Hyson for Singapore
Hangchow for Canton

POST OFFICE.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Shanghai—Per DILWABA, 14th March.
Canada—Per EMPRESS OF ASIA, 21st March.

OUTWARD MAILS.

TO-MORROW.

Swatow & Pongloek—Per DEUFAR, 13th March, 9 a.m.
Fort Bayard, Hoihow, & Haiphong—Per SONG MA, 13th March, 9 a.m.
Swatow, Amoy, Shanghai, & N. China—Per TAMBU, 13th March, 10 a.m.
Hankow—Per CHINKIANG, 13th March, 10 a.m.
Weihaiwei and Tientsin—Per KUEI CEOW, 13th March, 10 a.m.
Philippine Is.—Per BORACHI MARU, 13th March, 10 a.m.
Shanghai, North China and Japan via Kure—Per NELLORE, 13th March, 9.15 a.m. Letters 10 a.m.

Shanghai and North China, Japan via Nagasaki, Canada, United States, Central and South America and Europe via Vancouver—Per EMPRESS OF RUSSIA, 13th March, 9.45 a.m. Letters 10.30 a.m.
Shanghai and N. China—Per SUYANG, 13th March, 3 p.m.

FRIDAY, 14th March.

Swatow and Straits—Per CHINESE, 14th March, 9 a.m.
Philippine Is.—Per YUENSANG, 14th March, 2 p.m.

SATURDAY, 15th March.

Straits, Bangkok, Ceylon, Mauritius, S. Africa, India via Durban, Bombay, Aden, Egypt, and Europe via Suez—Per DILWABA, 15th March, 9 a.m. Letters 10 a.m.
The Parcel Mail will be closed on Friday, 14th March at 5 p.m.
Fremantle—Per A. S. BERT, 15th March, 11 a.m.
Shanghai and N. China—Per CHENAN, 15th March, 2 p.m.

SUNDAY, 16th March.

Swatow, Amoy & Formosa via Kuei-lung—Per AMAKUSA MARU, 16th March, 9 a.m.
Tientsin—Per HUICHOW, 16th March, 9 a.m.

MONDAY, 17th March.

Swatow & Bangkok—Per CHANG CEOW, 17th March, 9 a.m.
Philippine Is., Japan via Moji, Canada, United States, C. and S. America—Per CANADA M., 17th March, 9.15 a.m. Letters 12.30 p.m.

TUESDAY, 18th March.

Shanghai and North China—Per TEAN, 18th March, 11 a.m.
Swatow, Amoy and Focchow—Per HAI-HONG, 18th March, 1 p.m.

FRIDAY, 21st March.

Japan via Moji Honolulu and San Francisco—Per ANJO MARU, 21st March, 11 a.m.
Swatow, Amoy and Focchow—Per HAI-TAN, 21st March, 1 p.m.

TO-NIGHT!

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